

**ABSTRACT OF THE DISCLOSURE**

A slip control system of a lockup torque converter includes a pre-compensator that pre-compensates for a target slip-rotation speed to produce a target slip-rotation speed correction value. A feedback compensator is provided to feedback-control an engagement capacity of a lock-up clutch based on a deviation between the target slip-rotation speed correction value and an actual slip-rotation speed to bring the actual slip-rotation speed closer to the target slip-rotation speed. Also provided is a dead-time processing section that compensates for the target slip-rotation speed correction value to reflect a dead time of dynamic characteristics peculiar to the slip control system in the target slip-rotation speed correction value. The dead-time compensated output is fed to the feedback compensator. The dead time is variable in accordance with a predetermined dead time characteristic.